

PARIS RIPE FOR THE SHOW

The French Capital Putting the House in Order for Coming Crowds.

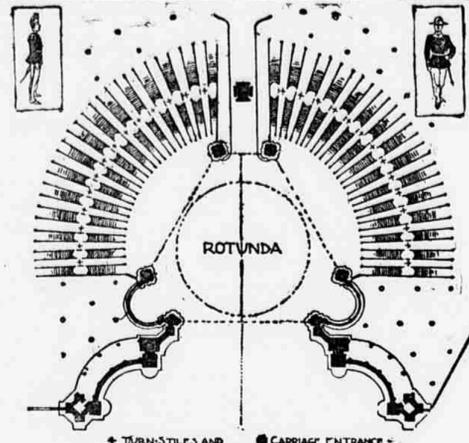
WORK ON THE EXPOSITION BUILDINGS

Some of the Wonders Among the Exhibits—Large Collection of Fresh-Plans for Handling the Rush of Visitors.

PARIS, Sept. 2.—The exposition of 1900 is assuming form. Exhibitors are beginning to get their marvels under roofs. For the first time in history an international show will open on time. The growth of the great white buildings brings to mind the mushroom rising of boyhood's circus tents. The great and little art palaces are almost completed, and the ugly buildings which hid them from the ever passing throngs on the Champs Elysee have been torn down. The beautiful bridge across the Seine, which was, in a moment of hysteria, named after the czar of Russia, and which will, of course, have to be re-named in case the Russian bears snarl at France, is nearly finished. The builders are changing their attention from the framework to the decorations of buildings and the railway lines are already beginning to feel the great rush of freight business which will clog their lines from now until after the exposition opens. Almost every hotel in Paris has rented many, if not most, of its best rooms for the first weeks of the exposition. The greatest rush will, of course, be during the first weeks, because the brilliant picture which after those first weeks are over, the fuz will be off the peach to some extent. It would scarcely be fair to say that the exposition will "wear out" so quickly, but the French show is not being prepared on the scale of broad and brilliant beauty which the magnificent characteristics of the World's fair in Chicago.

of small shopkeepers. Napoleon said a dozen times that that fact alone would save it. It makes the proportion of nonproperty holders—those who have little or nothing to save or lose—comparatively small. Half a dozen mobs have rushed through the Paris streets during recent months, any one of which would, in an ordinary year, have gathered strength and numbers enough to have done great harm. But, with the exposition in view, the efforts to prevent such a catastrophe—so to save the life of the goose that lays the golden egg—were not only earnest. They were desperate. And so far they have succeeded. How completely the government realizes the danger is shown by the almost continuous press censorship exercised on telegraphic dispatches going out of Paris. President Loubet and his cabinet know that to frighten the foreigners at this stage of the game would be fatal to the show. Fond mamma has no desire to take their darling on a stress, likely to be mobbery; nor have exhibitors any yearning to place their treasures in buildings which may be looted. "It is possible that the approaching of a cataclysm," said my informant.

The Moon Within a Few Miles. The most interesting of the scientific exhibits will be the great telescope, built on an entirely new plan. The difference between 240,000 miles and forty-two miles is said by its projectors to be what this great instrument will be able to do when the anxious American looks at the moon through it. It will magnify the moon 10,000 times. The highest magnifying power obtained through any other telescope so far has been about 4,000 times. An object on the surface of the moon 700 feet long will be visible to the eye at the telescope's big reflector as an object one-third of an inch in length. The very largest ocean steamer that sails earth's seas would look, if transported and set out at a sea lake, some what smaller than this when gazed at by the aid of the big telescope. This machine will cost, completed, more than \$300,000. Its object glasses will weigh 500 pounds, and cost not less than \$120,000. Its plan of construction is distinctly



THE MAIN GATEWAY OF THE EXPOSITION, WHICH WILL ADMIT 960,000 PERSONS A DAY.

The buildings, with two exceptions only, are of even a more temporary type of construction than were our flimsier structures, and their plans include much work which the architect characterizes as "ginger bread." This will be affected by the lapse of time and the brilliant paint which at every where to be used are likely to grow dingy.

Paris in a Dust Storm. That only two buildings—the great and little art palaces—are being built of the famous French sandstone, is a temporary expedient, the most celebrated of which becomes a public nuisance. It has actually changed the color of the roadway in the Champs Elysee. From the ordinary brown of the average macadam road the pavement has become a very gray, edged from the white dust blown and tracked into it from the neighborhood of the art palaces. This has also had its effect on the health of the trees which have helped to make this famous avenue one of the most beautiful in the world. The stone of which these superb buildings are being constructed is taken from the very bowels of Paris, from the same stratum of underground France in which the catacombs were dug. It is soft and very easily worked when first taken out, but it hardens after exposure to the air. One of the early wonders of the show is the famous diamond saw, which is now continually at work on the exposition grounds and which cuts this rock as a sharp knife might cut white cheese—thereby adding to the dust which pervades Paris and blows and blows and blows, until your eyes and your ears and your mouth are full of it. No such machine was ever made before. It is about seven feet in diameter and its cutting edge is studded with Brazilian diamonds or "boorts." It has cut stones two feet thick and twelve or fourteen feet long in a quarter of an hour. The same work would take three or four days of a competent man's time.

Queer Freaks of the Show. Of course the crank has had and is still having his day in connection with the Paris show. A list of the wild schemes which have been submitted to the managers of the exposition would fill all the columns of this paper. The Eiffel tower and the great wheel already stand on the exposition grounds. Another plan which will probably be carried out consists of an immense umbrella, with its stem or handle planted firmly in the earth. To the end of each of its ribs will be attached a car somewhat smaller than those in the Ferris wheel. When the steam engine car is started, the most celebrated of which, of course, he carried up into the air by the ribs. Just where the fun of being slowly raised to a height of sixty or seventy feet at the end of a big umbrella will come in, I leave for the gentleman reader to figure out alone.

The "Bottom of the Sea Aquarium and Panorama" will be really beautiful and highly educational. In its enormous glass-sided tanks there will be, in the first place, the finest collection of strange fish and submarine animals in the world. In one place sections will also be devoted to rare marine plants. By clever planning it has been arranged to give visitors a perfect view of what really goes on at the deep bottoms of the sea. There will be divers at work on the wrecks of ships which will show the plain effects of long sojourning beneath the sea. A submarine volcano will be in active eruption, and the method of laying and repairing an ocean cable will be illustrated. One plan in connection with this part of the show failed. There are certain fish which can live only in the deepest depths, where the pressure of the water from above is great. These fish, of course, never have been put on show, and an effort was made to reproduce a tank for them by means of hydraulic pressure. The scheme was found to be impracticable.

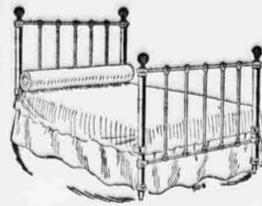
Where Royalty Will Lodge. Not least among the shows will be the Paris dining of nobles. Royalty will be in Paris during 1900 as it has rarely been elsewhere except in London at the time of the queen's jubilee. The government long ago set aside the Pavillon de Flore as an abiding place for the chosen ones during the show, and is now well along in its preparations for their reception there. It is not a particularly beautiful building, although the great architect, Lefuel, designed it for the prince imperial. It was occupied by the State department for the colonies, and its alterations for royal use have been in charge of M. Redon, the architect of the Louvre. No one seems to know what will take the place of Chicago's Midway Pleasure at the Paris exposition. Many mysterious concessions have been given out for the neighborhood of the Eiffel tower, and an "annex" has been arranged for in the Wood of Vincennes. Inasmuch as this is to be largely devoted to athletic games, it seems likely that it will draw the crowds who would be amused by the sort of things which have been in charge of Midway. Nothing, however, is being said,

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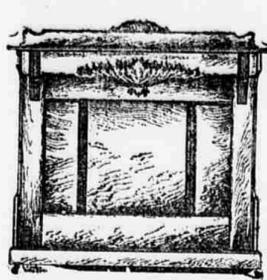
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\$40 HALL SETTEE—A three section seat, finely carved back and side of antique oak with oriental velvet seat—only \$13

\$22 IRON BEDSTEAD—Dead black enamel, fine design, with brass top rails, knobs, rings and spindles \$12

\$165 CHAMBER SUIT—Conley Birch—a very large fine suit in perfect condition—only \$75

35 Brass Tables

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and little can be found out on this most fascinating subject. It is far to suppose that Paris, the gayest of cities, will quite outstrip any previous efforts made by the more staid municipalities. It is also and pleasantly certain that the innate art of the French nature will prevent such gaudy exhibitions of bestial vulgarity as marked our own world's fair. I have only heard of one American Midway enterprise, and that one is to say the least, inoffensive. Captain William C. Oldrine of Boston, it has been announced here, will attempt to walk across the ocean on enormous five foot cedar shoes and afterwards place himself on exhibition. The biggest room in the world will also be a feature of the Paris show. There are larger buildings than Machinery Hall will be, but according to the claims made by the Parisian promoters, none has ever had so great a single floor space—12,544 meters. The amphitheater has been planned to seat 15,000 spectators, daylight being admitted through an immense cupola of glass.

An American Railway Train. Two interesting railway features are under way. One is an American railway train consisting of ordinary coaches, palace car and express car, which will run frequently between the main grounds of the exposition and the annex at Vincennes. One might almost hope that this train might be an object lesson to the benighted Galls and induce them to give up their antiquated system of compartment cars in favor of our more convenient and beautiful designs, were it not for the experience of an English railway some years ago. The American line of steamships docks at Southampton. From there to London, trains are run at high speed in two and a half hours. The American line endeavored to please its patrons by inducing the road to put on the most improved and high class American palace cars. Englishmen would not ride in the beautiful vehicles, and the service had to be abandoned. Those superb cars are now visible—neglected and rotting—sidetracked in the railway yard at Southampton. It will probably be the same in Paris. The other railway novelty will be an immense panorama of the barbaric scenery along the czar's famous projected trans-Siberian railway.

An interesting item appeared the other

day in Le Temps. It said that £1,164,000, or \$8,820,000, had already been invested in the show which, of course, is very far from what will have been put into it when it opens, on April 15. How much of this will prove to have been pure loss when the gates are finally closed on November 5, of course no one knows, but experts believe that the Paris exposition of 1900 will be much more successful financially than the World's Fair was at Chicago.

At any rate, the management is preparing to handle enormous crowds. The main gateways will be known as "L'Entree Monumentale," or Monumental Entrance. The show will be open sixteen hours a day, and this entrance is arranged to give passage to 60,000 persons an hour. So if this one gate were worked to its fullest capacity it would admit 960,000 persons a day. And there are many gateways. This great gate will be a triumphal arch, decorated over its front with the arms of the city of Paris. This will be surmounted by a statue of Liberty heroic in size. Including the two great friezes on the sides representing workmen carrying their products to the exposition, the gate will cost \$2,900 francs, or \$12,400.

Thousand Tongues. Could not express the rapture of Annie E. Springer of 1125 Howard street, Philadelphia, Pa., when she found that Dr. King's New Discovery for Consumption had completely cured her of a hacking cough that for many years had made life a burden. All other remedies and doctors could give her no help, but she says of this Royal Cure: "It soon removed the pain in my chest and I can now sleep soundly, something I can scarcely remember doing before. I feel like sounding its praises throughout the universe." So will every one who tries Dr. King's New Discovery for the cure of the Throat, Chest or Lungs. Price 50c and \$1.00. Trial bottles free at E. W. & Co.'s drug store; every bottle guaranteed.

The first elopement by automobile is reported from Berlin, where two young people eluded the parental pursuit and wrath by climbing into a machine and turning on the power. Fortunately the man was an engineer, who knew how to carry his sweetheart safe and sound to a preacher, and the father of the bride, a wealthy manufacturer, has already forgiven them.

the river at what was then known as the "Telegraph Poles," near what is now East Omaha. On the Iowa side we made our landing just above what is now Broadway.

One day a man named Haviland came to town with a lot of cattle to sell, and before he sold them he was persuaded to use them in making up a train, with which to transport to Fort Laramie a lot of corn which Millard, Caldwell & Co., bankers, were under contract to move. The corn was at Plattsmouth, and I went down there to assist in the loading and to start the train. It consisted of about twenty wagons and was tended by twenty-five men. The train belonged to Marsh, Atwood & Haviland after we had organized it, and it started in the summer of 1865.

"As nearly as I can recollect, the train reached the fort without incident, except that on the way it fell in with a train Penny was taking across the plains and joined it for the remainder of the distance. As soon, however, as the train had been unloaded they were pressed into the government service—something which the representatives of the government were in the habit of doing when things had to be moved quickly with a lot of cattle to sell, rolling stock—and used to carry supplies from the fort to some new post on the Powder river. They got back to Laramie without any trouble and then started on the return trip.

"Penny had the train when he left the fort a large number of passengers for Omaha, so it happened that there were about 100 men available for fighting duty when the time came for that. "One night when the party had bivouacked on the north side of the Platte, not far from where Julesburg now stands, a party of Indians approached under cover of the darkness and tried to run off the cattle. They made so much noise about it that I immediately charged out into the night, bent on saving their cattle, their only means of reaching home. They succeeded in getting back all the cattle excepting about forty-five or fifty head and then a regular battle ensued.

"The firing was heard at a small station on the other side of the Platte and word was sent to a detachment of troops twelve miles away. It was still dark when the troops arrived and took a hand in the fight. It did not take them long to put the savages to flight. Fortunately, not a member of the party was injured. "Some of the men from the train and the soldiers followed the trail in the hopes of catching up and getting back the stolen cattle. But they did not dare to go far from the train and soon abandoned the chase. But they found articles of clothing with blood on them, which showed that some of their bullets had lodged in the reekins' bodies. Whether any of them were killed or not we never learned, for, as you know, Indians never leave their dead on the field if they can possibly make away with them."

It was the cattle lost in that raid for which the government now settles with Penny on the ground that the impressment of his train delayed his return.

SOME LATE INVENTIONS. Cooking utensils can be provided with a new cover-holding device, which holds the cover tightly for draining off the water or allows it to be removed without soiling the hands, a strip of metal being engaged to fit the handle of the dish, with a clip to secure the knob on the cover. Advertisements are stamped on cigars by the operation of a new tip cutter, the cigar being placed in a curved slot and the hinged top of the machine depressed, bringing a heated die in contact with the tip of the cigar as the tip is cut, thus burning the reading matter into the tobacco.

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